

FROM SALT LAKE TO EL PASO

Latest Important Development in
Gould's Plans—D. & R. G. Ex-
tension Outlined.

REPORTS have come from New York to the effect that the Denver & Rio Grande is about to buy the Santa Fe Central and extend it from Santa Fe to El Paso, Tex. The latter line now reaches as far as Torrance, a point on the Rock Island system. Surveys believed to be in the Gould interests are now at work between Torrance and El Paso, according to the Rocky Mountain News.

If the Santa Fe Central were added to it and extended along the lines contemplated, the Denver & Rio Grande system would parallel the Rock Island system, the Atchafalaya, and Santa Fe into El Paso, and would more than double its importance. As far as this intermountain country is concerned, it would greatly increase its traffic out here. As friendly relations exist between the Denver & Rio Grande and the Santa Fe, the latter would get a large proportion of the freight that comes in from the Atlantic seaboard via the Galveston route, as it could be routed over the Southern Pacific to El Paso and thence to Denver.

It is said that the Rock Island will vigorously oppose this transaction, and that the Goulds will have to bid against the property, the Rock Island of which is largely owned by Pittsburgh. George Gould is said to be very much in favor of Gen. Palmer's plan to extend the line to El Paso, and that if he can get control of the Santa Fe Central he will build the extension and change the Rio Grande Southern to a broad gauge. This will give the Denver & Rio Grande a broad gauge all the way from Denver to El Paso.

FRISCO SYSTEM LETS GOULD INTO NEW ORLEANS

NEW YORK, May 14.—After nearly a year of negotiation, George J. Gould, on behalf of the St. Louis & Iron Mountain railroad and the Texas & Pacific railroad, and B. F. Toakum, on behalf of the Frisco system, have signed a contract by which the Rock Island and Frisco system will gain access to New Orleans by trackage over the Gould system and the Illinois Central. The contract is to run ninety-nine years. This insures harmony between the interests which were last winter at a point of disruption. Use of the low-grade Gould line will be granted to the Rock Island-Frisco system from a point opposite Memphis to a point opposite Baton Rouge. By this contract the Frisco will be relieved from building about 325 miles of road through territory already plentifully supplied with railroads.

From Baton Rouge to New Orleans, about twenty-five miles, the Illinois Central will be used under a similar agreement to that made with the Gould lines.

At New Orleans the Frisco and the Southern railway will jointly occupy new terminals, which will cost approximately \$14,000,000.

Rock Island-Frisco trains will begin running into New Orleans by the Mississippi river route January 1, 1905.

GOOD SUBSTITUTE FOR SNOW FENCES

CHICAGO, May 14.—The Chicago Great Western Railway company has adopted a novel plan for protecting its right of way from drifting snows, which so frequently impede train operations. The company has ordered several hundred thousand evergreen trees from an Iowa nursery and will plant them thickly along the right of way on all of the main tracks of the company. In time the trees will take the place of the board snowfences, which are continually getting out of place, need almost constant repairs and replacing at considerable expense.

Rantoul Quits Montana Central.
HELENA, Mont., May 14.—Robert Rantoul has resigned as general manager of the Montana Central railroad, his resignation to take effect May 15. He will return to St. Paul to engage in other business.

Railroad Notes.
Eastern papers say that there is trouble impending among the railroads over the rates for the G. A. R. reunion.

Methodists returning from the national conference at Los Angeles will arrive in the city over the Rio Grande.

Trial seats are in use on the Seventh district of the Union Pacific and have been found to be perfectly satisfactory. Section gangs are out on the Salt Lake & Los Angeles railroad, getting the track in shape for the season's traffic.

A Short Line excursion is going to Ogden this morning at 10 o'clock. Bicycles are carried free and refreshments are to be served.

C. A. Evers, traveling freight agent for the St. Joseph & Grand Island railway from St. Joseph, Mo., was in Salt Lake City yesterday.

G. G. Geiger, assistant superintendent of the western division of the Denver & Rio Grande, went east yesterday for a few weeks' vacation.

Passenger traffic over the Rio Grande is exceptionally heavy just now, both eastbound and westbound, trains being crowded and run in several sections.

Three hundred people came down from Park City yesterday on an excursion which the Rio Grande was running for the University of Utah field day.

C. B. Sloat, general agent of the passenger department of the Rock Island in Denver, came to Salt Lake yesterday and will spend a few days here on business.

P. P. Huston, purchasing agent for the Louisville & Nashville railroad from Louisville, Ky., was in Salt Lake yesterday. He is on his way home from the coast.

By simply working a lever, the occupant of the seat can let air from the compressor into the cylinder, thereby raising or lowering the seat to and required height.

Big crowds are expected on the Rio Grande excursion to Castle Springs today, and there will be great times at the resort, which is celebrating its opening for this season.

With the exception of the Santa Fe, all railroads running out of Denver, belonging to the Western Passenger as-

SOUTHERN UTAH ROAD PLANNED

Gould Surveys Out on a Scheme to
Connect the Rio Grande With
the Coast.

ACCORDING to the Denver Times, surveys are out for the Grand Valley, Colorado River & South Pacific railway, which is of especial value to Southern Utah, because if it goes through it will open up some of the richest country in the whole State. The following is the story in the Times:

Railroad men in Denver see in the Grand Valley, Colorado River & South Pacific the long looked for Gould road to the Pacific coast, the last link in the great system and the completion of the coast-to-coast chain of railways.

Surveys for the first section of the new line have been begun at Grand Junction, near the western border of the Colorado, and the terminal of the Denver & Rio Grande main line is the starting point. The ultimate Western terminus is San Diego, with a line to Los Angeles. The rich untouched portion of southern Utah, Northern Arizona and southern California will be the territory of the new line.

From Grand Junction through the rich Moab valley and the productive country to the head of the Colorado river, a distance of 150 miles, will be the first division of the new road. This alone will tap territory sufficiently productive to make the line profitable as a feeder for the Rio Grande. But beyond there is still better country, though scarcely settled, and still further is the Pacific, the shores of which have been for years the goal of George Gould and his railroad.

G. W. Bassett, Utah, is president of the Grand Valley, Colorado River & South Pacific company. The chief engineer is C. W. Haskell of Grand Junction. Under the direction of the latter several surveying parties have been sent into the field with orders to hurry their work on the first 150 miles.

Officers of the Gould lines in Denver say they have no knowledge of the plans of the new road, and do not know whether or not the railroad magnate is backing the builders. They do say that a Pacific coast outlet over Gould tracks is a highly desirable acquisition, and that it must be built some day.

Panama Canal Will Help.
In the Moab valley of Utah is raised some of the finest fruit in the world, and the industry has progressed for enough already to make imperative railroad connection. The district is also one of the best stock growing sections of Utah. Sheep are the specialty, and hundreds of thousands of them are fattened there.

At present it is necessary to haul everything overland to the Denver & Rio Grande, at Thompsons. This is about forty miles, and the roads are such that it is an expensive proposition. While the distance to Grand Junction is far greater, the construction will not be difficult and the line will be more direct.

The railroad men who take an interest in the question of new lines say that this road will undoubtedly follow the Colorado river southwest from Moab. That will take it to the Grand canyon, through a country that is destined to become wonderfully productive because of the abundance of water. From the Grand canyon through the mining districts of Arizona to the coast the road would also tap very productive sections of the now flourishing Southwest.

With the construction of the Panama canal southern California must become the principal shipping section for oriental points. All of the steamers that pass through the canal will be compelled to stop at some point on the Pacific coast of the United States. San Diego stands the greatest advantage.

The railroads are now preparing to make the best of a condition that they fought bitterly to avert. They did not want the canal. Now they must avert their lines to meet this new condition and the greatest California shipping terminals will be the goal of nearly all Western systems.

William Ashton, chief engineer, and E. Buckingham, general superintendent of the Oregon Short Line, came back yesterday from their trip of inspection over the new territory of the Short Line.

One hundred and nineteen miles in 100 minutes was the time made on a run of the Wabash continental limited on May 2. The train was composed of five cars drawn by an Atlantic type of engine.

W. H. Bancroft, vice-president and general manager of the Oregon Short Line, returned yesterday from Los Angeles, where he has been in conference with officials of the San Pedro, Los Angeles & Salt Lake railroad.

It is expected that the Illinois Central will derive considerable benefit from the construction of the Panama canal. A large portion of the material and supplies used in the construction will be sure to be carried over the road.

General Manager Goodnow of the Chicago & Alton has been holding a conference with a committee of the engineers and firemen in the employ of the road, relative to an increase in wages. The difficulty has not yet been settled.

C. W. Sells, manager of the Manitou & Pike's Peak cog line, has reported to Col. Benton, general agent for the passenger department of the Denver & Rio Grande, that the line is clear again and ready for all the traffic that comes its way.

An order has been issued by the Railroad commission in Texas that after December 31 railroad companies in Texas shall be prohibited, under penalties of the law for discrimination, from issuing free transportation to any person who is not an officer or employee of the company.

The accident to No. 2 on the Union Pacific last Thursday was caused by the tender of the locomotive jumping the track on a sharp curve. A similar accident occurred near Evanston a week ago, and in each case the coal and water supply was low in the tenders, rendering them too light to hold the rails on sharp curves.

Another story comes from Fort Worth, Tex., to the effect that the Colorado Southern and Fort Worth & Denver railroads are contemplating an extension to Galveston. President Frank

Trumbull and M. A. Spotts, general attorney for the company in Texas, who have been in Fort Worth with other officials of the two roads, have gone to New York.

J. A. Tuttle, traveling passenger agent of the Union Pacific, arrived in town from Denver yesterday, in charge of the Mansfield special, which travels to the coast over the Union Pacific system all the way. The train is composed of Richard Mansfield's own private car, two Pullman palace cars, one day coach and four baggage cars. It will pull out tonight for San Francisco immediately after the performance.

Surveys have been completed between Massey and Fallon, Nev. T. H. Kruttschnitt, engineer in charge of the construction of the new road, is now preparing his estimates and will soon submit them to those interested in the venture. According to the Reno Gazette, there is ample room for the proposed line, which should derive good revenue from both freight and passenger traffic, and much interest is aroused in that section of the country.

Excursionists anxious to take advantage of the rate war between the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul hesitated the depots in such crowds last Sunday that a special force of police had to be called to keep them in order. When they found that the roads would not carry baggage they raised a big outcry and started a disturbance, which was promptly extinguished by the police. Both roads cut the return privileges from May 25 to May 13.

S. V. Derrah, assistant general freight agent of the Denver & Rio Grande, returned yesterday morning from Denver, after a few days' family conference between A. C. Bird, traffic director of the Gould system, and the officials of the Gould roads in Denver. Mr. Derrah expects to see A. J. Gregory back to Salt Lake by the beginning of next week. He saw him at the hospital in Denver, where he is in the care of the company's surgeon and getting on very nicely, although considerably disabled.

Gov. Chatterton, president of the Wyoming State railway, a company capitalized for \$10,000,000 under the Beigo-American Drilling trust, has received word from Senator Clark in Washington that the Department of the Interior has authorized the company to survey and locate the route for a proposed line through the Wind River reservation in the central part of the State. As it is expected that the reservation will be thrown open to settlement next June, this authority will give the new road a tremendous advantage in bidding for the traffic that is sure to result upon the opening of the reservation. The surveys for the greater part of the road have been completed.

American Citizen Arrested in Russia

Wisconsin Man Representing American Firm Charged With Violating Penal Code.

CHERLAKINSK, Russia, May 14.—Morris Kleiman, a native of Russia, but a citizen of Wisconsin, has been placed under arrest here, charged with violations of article 225 of the penal code. The article under which Kleiman is held provides that "whoever absents himself from the fatherland and enters the service of or swears allegiance to a foreign state without the Government's permission, is liable for infringement of his loyal obligation to deprivation of civil rights and perpetual banishment from the confines of the empire, or, in the event of his return without permission, to transportation to Siberia."

The second portion of this article is only applicable when a person has been properly tried and condemned for its violation by a competent court. It was at first reported here that Kleiman was held as a spy, and the attention of the Foreign office was called thereto. The Government is now investigating the matter. There is no question of summary action.

Russia has no naturalization treaty with the United States, and the State department, while it has remonstrated

on several occasions, has recognized that where a naturalized Russian returns voluntarily to the jurisdiction of the Emperor, he is subject to the laws of Russia. If it develops that Kleiman expatriated himself with the consent of Russia, of course he is not subject to the penalties provided for by article 225. In any case, unless there is something more behind the arrest, the Government probably will release the man.

It is understood that Kleiman represented an American agricultural company. His passport is said to have been issued in Washington in 1901, although there is nothing definite on this point.

EXCURSION RATES

Via Oregon Short Line.

St. Louis and return... \$42.50
Chicago and return... 47.50
Chicago and return via St. Louis... 50.00
St. Louis and return via Chicago... 50.00
Limit 60 days. Transit limit 10 days in each direction.
Tickets on sale Tuesdays and Fridays each week. Stopovers allowed.

Civil War Veteran Gone.

BOSTON, May 14.—Channing Clapp, for many years a well-known capitalist of this city, is dead, aged 69 years. He was a graduate of Harvard and a Civil War veteran. He was for four years vice-president of the Calumet & Hecla Mining company.

CASTILLA AND RETURN \$1.25.

Via D. & R. G., Sunday, May 15.
Special train leaves Salt Lake 9 a. m. Returning, leaves Castilla 8:30 p. m. Baseball and other amusements. Good music in attendance. Nothing left undone to make this the most popular resort in the State. Come and see.

HIRSH, WICKWIRE & CO.

Hand-Tailored Clothes are shaped by correct cutting and putting together. They are shaped right to start with and they keep their shape through the hardest wear. Nothing equals them in Ready-to-Wear Clothes in America. Come, let us prove it to you.

Rowe & Kelly Co.

One Price.

132 Main Street

Plain Figures.

Great Sale of Manufacturers' Sample Furniture

An aggregate of 3000 pieces of thoroughly good and artistic furniture from the following well known factories: National Parlor Furniture Co., makers of best upholstered furniture; Simmons Manufacturing Co., iron and brass beds, and Lure Furniture Co. of Grand Rapids, Mich. Prices represent a discount of fully 50 per cent.



5-piece suits, birch, mahogany frames, hand-carved backs, spring edge, upholstered in velour or damask, corded seat and back—

\$26.95

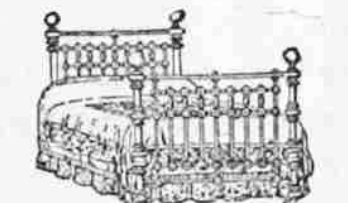
OAK DRESSERS



20x40-inch top, solid oak, golden finish, two swell top and two large drawers, covered standards, 22x28 oval plate mirror. This dresser is one of the most popular we have and gives perfect satisfaction. Tomorrow at—

\$18.25

IRON AND BRASS BEDS



Nearly like cut, continuous posts and heavy chills, all colors and sizes Monday—

\$12.35

COUCHES



Covered in choice velours, large oak frames, sanitary steel construction—

\$12.50

Go-Carts and Baby Carriages.



Our stock of go-carts and baby carriages is most complete and well worthy your attention. Here is price on the lowest, like cut—

\$12.40

CASH OR CREDIT

**P. W. Madsen Furniture and
Carpet Store**
51 TO 57 EAST FIRST SOUTH ST.

AN ADDRESS TO THE PUBLIC.

The labor question, which has been kept prominently before the country by numerous strikes, lock-outs, boycotts and lawlessness, has attracted the serious attention of the business men of Salt Lake and the State of Utah, as well as of the country at large.

For the purpose of discussing this question and taking some action for the best interest of all concerned, a meeting of business men, representing nearly all lines of trade, was held in Salt Lake City, on December 17, 1903, and after a full discussion of the subject, a temporary organization of THE CITIZENS' ALLIANCE was formed. At another meeting held on April 13, 1904, a permanent organization was effected with 320 names on the membership roll. Two days later, THE CITIZENS' ALLIANCE was duly incorporated under the State laws.

The officers elected for the first year are: Charles Read, president; C. W. Whitley, first vice-president; M. H. Walker, second vice-president; W. S. McCormick, treasurer, and W. E. Vigus, secretary.

The business affairs of the association are under the management of a board of trustees, composed of the following named twenty-one members: J. E. Galigher, D. S. Murray, Charles Read, C. P. Mason, M. H. Walker, George Romney, Sr., C. W. Whitley, W. C. Bogue, R. W. Nicol, R. S. Campbell, Joseph A. Silver, C. A. Quigley, H. G. Williams, L. L. Terry, Joseph H. Young, Duncan McVichie, Frank Knox, W. E. Vigus, P. J. Moran, Col. E. A. Wall and W. S. McCormick.

The organization was not brought into existence for the purpose of disturbing the normal conditions which now prevail affecting the employer and the employee, but on the contrary, to cultivate and encourage such peaceful and harmonious relations as should exist in all well regulated communities. Neither is it the intention to discriminate between union labor and non-union labor, so long as the former confine its methods to justice and recognizes the equal rights of all, as guaranteed by the Constitution of the United States.

The constitution of THE CITIZENS' ALLIANCE commends the wisdom and concedes the right of laboring men to organize for the promotion and defense of their every just right, but it demands the equal right of all men to labor and that the laws shall be impartially enforced.

The constitution further provides that in the absence of specific contracts, members of labor unions are privileged to quit the service of an employer, but claims the right of any other persons to enter into such abandoned service, upon terms satisfactory to the employer and the employee.

Quoting briefly from the constitution, it is the purpose of THE CITIZENS' ALLIANCE:

1. To insure peace and justice to every member of its organization and to every member of the commonwealth, in the prosecution of his business and the performance of his labor.
2. To defend with all the resources of the law, those whose rights are infringed.
3. To promote and maintain the stability of business in all lines, and the employment of labor, whether organized or unorganized, by encouraging amicable relations between employer and employee.
4. To protect its members and the community at large and all persons who desire to work or to have work done, from unlawful interference by intimidation, or otherwise.
5. To discourage strikes and lock-outs and to crush out boycotts and all kindred movements.
6. To maintain the right of its members to manage their business in such lawful manner as they may deem proper, without interference from any organized body or individual. In short, THE CITIZENS' ALLIANCE is in the interest of industrial peace.

It is believed that every law-abiding citizen of Utah, can conscientiously subscribe to these articles. With the foregoing commendable objects in view, it is the hope and aim of THE CITIZENS' ALLIANCE to enroll a large membership, and the charter members of the association have no hesitancy in asking and urging all good citizens to become allied with this movement.

A special appeal is made to the laboring man. One of the objects of the association is to protect and assist its members, and this would no doubt lead to the permanent employment of any working man carrying the card of the association, wherever there is work to be done.

The deplorable conditions which have prevailed in some of our sister States, brought on by the unreasonable and arbitrary demands of labor unions, chiefly under the leadership of alien agitators, should be sufficient justification for the existence of THE CITIZENS' ALLIANCE in Utah.

A hearty co-operation in this work is earnestly invited.

The membership fee is one dollar and the annual dues a dollar, payable in advance.

The office of THE CITIZENS' ALLIANCE is room No. 1, Masonic Block, Salt Lake City. Call or write for application blanks.